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RESOLUTION _____

A RESOLUTION declaring the Six-Lane Pacific Street Interchange Option as the City of Seattle's preferred replacement alternative for the State Route 520 Bridge Replacement and High Occupancy Vehicle Project; expressing preferences for design modifications and mitigating the impacts of the State Route 520 Project.

WHEREAS, State Route 520 (SR 520) is a vital east-west transit corridor of regional significance bearing commerce and commuters and connecting such traffic with Interstate 405 (I-405), Interstate 5 (I-5), and other transportation facilities, thereby impacting local and state economies; and

WHEREAS, SR 520 was built in 1963 and, today, significant portions of the bridge are aging, seismically vulnerable, and require replacement; and

WHEREAS, the Washington State Department of Transportation (WSDOT) has initiated the SR 520 Bridge Replacement and High Occupancy Vehicle (HOV) Project (SR 520 Project) to replace and reconstruct the bridges, their approaches, and other parts of the transit corridor; and

WHEREAS, the SR 520 Project aims to improve cross-Lake Washington travel within the SR 520 corridor between Seattle and the Eastside in a manner that is safe, reliable, and cost-effective; and

WHEREAS, SR 520 significantly impacts Seattle neighborhoods by adding noise, traffic, and air pollution to the Montlake, Roanoke Park, Capitol Hill, Eastlake, Laurelhurst, Ravenna, Bryant, and Madison Park neighborhoods, and the SR 520 Project has the potential to reduce those impacts if it is designed appropriately; and

WHEREAS, the SR 520 Project should strive to minimize impacts and effects on the surrounding environment and, where possible, improve existing conditions; and

WHEREAS, the SR 520 corridor contains valuable historic resources in Seattle such as Roanoke Park Historic District, Mason House, Montlake Historic District, Montlake Cut, Montlake Bridge, University of Washington Canoe House and the University of Washington Club; and

1 WHEREAS, the vitality, health, and identity of Portage Bay, Union Bay, and the Arboretum are
2 of central significance to the neighborhoods near the water and to the City of Seattle as a
whole; and

3 WHEREAS, SR 520's connectivity with I-5, the University of Washington, eastside
4 communities, employment centers and other transportation facilities is important to both
Seattle and Eastside residents and businesses; and

5 WHEREAS, congestion at the Montlake Bridge creates a severe impediment to north-south
6 mobility and access to and from SR 520, and the SR 520 Project has the potential to
exacerbate that congestion if not appropriately designed; and

7 WHEREAS, Sound Transit plans a major high-capacity light rail transit station at the University
8 of Washington Husky Stadium, which would be one-third of a mile from the current SR
520 corridor, and a connection is desired linking the SR 520 Project to that station; and

9 WHEREAS, congestion near the intersection of I-5 and SR 520 creates a severe impediment to
10 local mobility; and

11 WHEREAS, the Council outlined its guiding principles for choosing a preferred alternative in
12 Resolution 30777; and

13 WHEREAS, the City of Seattle has convened a SR 520 Stakeholders Advisory Committee to
14 evaluate SR 520 Project impacts on local neighborhoods and make recommendations on
improving the Project; and

15 WHEREAS, the City of Seattle would like to communicate to WSDOT, the SR 520 Executive
16 Committee, Sound Transit, and the Federal Highway Administration its preferred
17 alternative related to the SR 520 Project and its goals of improving safety and reliability,
18 increasing mobility for people and goods and enhancing the livability, health and
environment of Seattle's neighborhoods; NOW, THEREFORE,

19 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
20 **MAYOR CONCURRING, THAT:**

21
22 Section 1. The City's Preferred Alternative for the SR 520 Bridge Replacement and
23 HOV Project is the six-lane Pacific Street Interchange option, which would include replacement
24 of the existing roadway with a six-lane structure consisting of two general purpose traffic lanes
25 and one transit/HOV lane in each direction (eastbound and westbound), and would replace the
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1 current Montlake Boulevard Interchange with the Pacific Street Interchange and Union Bay
2 Bridge. The City recommends the following preferred project design elements and outcomes, to
3 WSDOT.

4 A. Narrowing the SR 520 Corridor

- 5 1) Reduce general purpose lane widths from twelve (12) feet to eleven (11) feet,
6 outside shoulder widths from ten (10) feet to eight (8) feet, and inside
7 shoulder widths from ten (10) feet to four (4) feet.
- 8 2) Explore the feasibility and impact of removing the eastbound HOV ramp at
9 the Pacific Street Interchange.
- 10 3) Narrow the “gaps” between the Pacific Street Interchange ramps if the
11 environmental, engineering, and design impacts are advantageous to
12 minimizing the impact of this interchange on the Arboretum.

13 B. Noise and Visual Impacts

- 14 1) Accept neighborhood recommendations and preferences for sound wall
15 design, height, and installation within state policies and procedures.
- 16 2) Pursue the use of quiet pavement to reduce noise impacts.
- 17 3) Pursue the lowest possible height for the Union Bay Bridge, while
18 recognizing U.S. Coast Guard concerns.
- 19 4) Ensure to the extent possible that the SR 520 structure does not adversely
20 impact views of the surrounding natural environment.

C. Open Space, Environment, and the Washington Park Arboretum (“Arboretum”)

- 1) Ensure that, at minimum, there be no net loss of publicly held (City or State owned) parkland or currently accessible open space as a result of the SR 520 Project.
- 2) Extend lids over SR 520 at North Capitol Hill and Montlake to the maximum lengths possible and match existing topography, landscape, and vegetation.
- 3) Restore and/or replace all wetlands removed or destroyed as a result of construction.
- 4) In coordination with the Seattle Department of Transportation (SDOT), implement traffic calming and/or traffic-reduction strategies on Lake Washington Boulevard through the Arboretum.
- 5) Analyze and determine potential environmental benefits to the Arboretum of time-of-use access (e.g. closure/partial closure on weekends) to or tolling of the Lake Washington Boulevard Ramps and/or Lake Washington Boulevard through the Arboretum.
- 6) Consider the following mitigation opportunities for the Arboretum:
 - a) Funding for the Arboretum’s Master Plan;
 - b) Developing the planned McCurdy Park stormwater treatment pond as a visual amenity and for educational use;
 - c) Creating a continuous greenbelt linking the lid at Montlake to the Arboretum.

- 7) To the extent possible, mitigate the SR 520 Project impacts on the Arboretum on site or within the vicinity of the Arboretum's existing park grounds.
- 8) Replace the office space and other spaces for the Department of Parks and Recreation and the Arboretum Foundation, which will be lost as a result of the removal of the Museum of History and Industry building.
- 9) Optimize the location of the Pacific Street Interchange to reduce environmental and visual impacts while maintaining traffic flow.
- 10) Optimize location of columns for Union Bay Bridge to accommodate recreation and commercial water traffic and navigation.

D. Bike and Pedestrian Access

- 1) Develop adequate bike and pedestrian access to local neighborhoods and across Lake Washington along the SR 520 corridor.
- 2) Extend the pedestrian/bike path west along SR 520 to Montlake Boulevard rather than over the Union Bay Bridge if the Union Bay Bridge maintains a 110 foot clearance. If the clearance of the bridge is lowered to 70 feet, work with SDOT to determine if the Union Bay Bridge or the connection to Montlake Boulevard is the better route for the pedestrian/bike connection.

- 3) Develop a pedestrian/bike path connection from Madison Park area to SR 520, and explore additional alternatives to the 37th Avenue E and 43rd Avenue E options.

E. Design and Aesthetics

- 1) Implement Local Impact Committee design recommendations regarding the proposed North Capitol Hill lid and its vicinity.
- 2) Implement the Project Design Advisory Group's "Corridor Aesthetic Handbook" design guidelines.
- 3) Design the roadway and interchanges to integrate visually and operationally with surface streets and sidewalks.
- 4) Incorporate excellence in design by adopting, at a minimum, the following recommendations from the Seattle Design Commission:
 - a) Develop edge treatment and opportunities for landscape and art to enhance and visually buffer the roadway;
 - b) Encourage simplicity, boldness, and elegance in the overall bridge design and the detailing of bridge structures;
 - c) Consider the aesthetic impact of the visual profile from both above and below the SR 520 structure; and
 - d) Orient design innovation by recognizing that the project is a 50- to 100-year investment.

F. University of Washington

- 1) Work with the University of Washington on a mitigation plan to address construction impacts and to design the project to enhance the university campus.

G. Freight Access

- 1) Provide for adequate freight turning radii and minimize grades for freight mobility.

H. Transit Connectivity and Reliability

- 1) Prioritize design elements that enhance transit. This includes designing the corridor with Bus Rapid Transit elements such as safe, attractive, aesthetically pleasing bus stops with real-time information on bus routes for riders.
- 2) Work with King County Metro to increase transit availability and develop appropriate routes that maximize cross-lake connectivity.
- 3) Coordinate with Sound Transit to facilitate construction of the planned light rail station at Husky Stadium.

Section 2. The City recommends that the conversion of HOV/rapid transit lanes to general purpose lanes be prohibited on SR 520. WSDOT should coordinate with the City, SDOT, and with other municipal jurisdictions to develop policies that prevent future conversion.

Section 3. The City requests that WSDOT continue to work in coordination with SDOT, other City departments, and local communities to identify, minimize and mitigate impacts of the Project on Seattle's neighborhoods and to implement comprehensive transportation planning for the directly impacted neighborhoods. The City is interested in the long-term livability of our neighborhoods particularly related to:

- 1) Reducing cut-through traffic in residential neighborhoods;
- 2) Improving traffic circulation, particularly in proximity to business districts and major institutions;
- 3) Developing a "construction impacts plan" to minimize construction impacts and maintain livability throughout the construction period;
- 4) Maintaining landscaping associated with the project;
- 5) Funding graffiti removal on soundwalls and cleaning of clear soundwalls if utilized;
- 6) Minimizing traffic through the Arboretum;
- 7) Ensuring access to the University of Washington Medical Center during construction;
- 8) Maintaining existing parking on residential arterials;
- 9) Discouraging and avoiding residential property acquisition; and
- 10) Discouraging and avoiding the future widening of I-5 in the

proximity of SR 520.

Section 4. As recommended by the Expert Review Panel, the City recommends that a financial plan be developed as rapidly as possible for the SR 520 Project that includes adequate funding to mitigate the impacts to the local neighborhoods, the University of Washington, the Arboretum and the City of Seattle. The financial plan should recognize the costs associated with ensuring design excellence for SR 520 as outlined in Section 1. The financial plan should also outline the future maintenance costs associated with possible design modifications and mitigation, such as clear sound walls or quite pavement.

Section 5. The City requests that WSDOT continue to work in coordination with SDOT and other relevant City departments to examine and implement the aforementioned recommendations and mitigations. The City encourages WSDOT to provide timely and frequent opportunities for citizens, neighborhood organizations, the University of Washington, the City, and regional resource agencies to be constructively and collaboratively engaged in the design process and construction planning, and continue to actively work toward reaching broad consensus on all aspects of the SR 520 Project.

Section 6. In the event that the issues related to the impacts of the Six-Lane Pacific Interchange Option on Seattle neighborhoods, the Arboretum and the University of Washington

cannot be adequately addressed by WSDOT to the City's satisfaction, the City recommends the
Four-Lane Alternative for the SR 520 Project.

Adopted by the City Council the ____ day of _____, 2006, and signed by me in
open session in authentication of its adoption this ____ day of _____, 2006.

President _____ of the City Council

THE MAYOR CONCURRING:

Gregory J. Nickels, Mayor

Filed by me this ____ day of _____, 2006.

City Clerk

(Seal)